

WHICH WILL WIN TO-DAY!

THE SECOND CONTEST IN THE INTERNATIONAL YACHT SERIES.

EVERY ONE HOPEFUL THAT THE COMMANDER
OF EXCURSION CRAFT WILL KEEP THE
COURSE CLEAR, SO THAT THERE WILL
NOT BE THE SLIGHTEST CAUSE
FOR COMPLAINT—WHAT THE

**CAPTAINS OF THE
YACHTS SAY.**

The second America's Cup race of the series of '95 will be sailed to-day over Course No. 2, which, according to the sailing directions issued by the Regatta Committee, will be "from the starting line, ten miles to and around a mark, thence ten miles to and around a second mark, and thence ten miles to finish line, turning the marks on the outside of the triangle, to port or starboard, according as the yachts are sent around."

It is the hope of the committee to start the race from Sandy Hook Lightship, but whether this can be done will depend on the weather. The race on Saturday was to begin and end there also, but the conditions were unfavorable, as they may be to-day. But wherever the starting point may be, it has been decided that the course of the triangular course will be sailed dead to windward.

It is the intention of the committee also to have the preparatory signal given at 10:50 a. m. and the starting signal at 11 sharp.

The feeling in yachting circles and elsewhere when the race was discussed yesterday was en-

rely different from that which prevailed on the eve of the first of the international races. Then there was a suppressed anxiety and a restlessness akin to fear. This seems to have disappeared to a great extent, but there is no evidence of over-confidence. The defeated yachtsmen, with that pluck which is the best evidence of true sportsmanship, say that they have not lost heart because of their first defeat, and think that their boat has an equal chance with the American sloop in to-day's contest.

It is Captain Cranfield said yesterday that he thought Saturday's race no fair test of the Valkyrie's ability, and that he hoped to win in to-day's contest. The Defender partisans have always been loud in their wishes for heavy weather, because light air was thought to be the Valkyrie's choice. Now the Earl of Dunraven is reported to have declared her best in strong breeze, and this adds new interest to the races.

There are some enthusiasts who look upon the race of last Saturday as conclusive as to the possession of the cup, but the older and the more conservative say: "Wait till Tuesday's race is over."

In yachting circles there was as much talk yesterday of the weather and the excursion boats

as to about the races themselves. All hoped that there might be a good, stiff breeze, and that each boat would have a fair chance to show what it could do in real sailing weather. There was a doubt before the first race was sailed whether the course would be covered in six hours, there being so little breeze.

According to the predictions issued last night the weather to-day is likely to be fair, with fresh southerly winds.

At midnight the Weather Bureau people reported that the wind then was from the southwest and blowing at the rate of twelve miles an hour.

SHOULD BE NO CAUSE FOR COMPLAINT.

As to the excursion boats, there is only one opinion in yachting circles, and that is shared by all fair-minded people. The course must be kept clear! Everybody expresses admiration for the Earl of Dunraven, and all praised his pluck and his perseverance in coming to fight where he was once vanquished, and the hope was loudly expressed that nothing would be done to give the gallant adversary even the slightest ground for

complaint, nor the least pretext for protest. The Yacht Club has done and is doing all in its power to insure a free course, and the Regatta Committee deserves much credit for the way it has handled

aged matters, but there was a tendency at the first race on the part of some captains to disregard the rules laid down by the committee which, if persisted in, may give cause for just complaint on the part of the yachts.

A FEW CAPTAINS INCONSIDERATE.

Commodore Bergen, who commanded the patrol at the first race, has publicly praised the conduct of the excursion steamers for obeying the

orders from the patrol boats, but the good conduct of the majority simply emphasizes and makes more noticeable the unpardonable action of a few.

will protest if they see their captain going beyond the patrol boats' line. Latham A. Fish of the Cup Committee, said that every member of the club hoped that the boats would have a

There will probably be a smaller attendance to-day than on Saturday, because in the minds of

thousands the contest is already won by the Defender, and the question with them is, By how much will she win?

If the rush seaward is less than it was on Saturday, some of the steamers will be forced to make short trips, and can take only a limited number of passengers.

their promise good and take only a limited number of passengers. Some of them evidently forgot that point in their agreement last week. The Regatta Committee will be on one of the Luckenbach ocean tugs and will have as guests the members of the America's Cup Committee, James D. Smith

Latham A. Fish, J. Frederick Tams, Gouverneur Kortright, Archibald Rogers, J. R. Bush and A. Cass Canfield. The other two Luckenbachs will be used as mark boats.

THE CLUB BOAT.

The New-York Yacht Club, with its guests, will go to the scene of the race on the steamer S. Johns, which will leave Pier 8, Rector-st., at 9 a. m. sharp. J. V. S. Oddie, secretary of the club will be in charge of the boat.

The Fall River Line steamer Mount Hope will take passengers from Pier 18, North River. The sale of tickets will cease when the sale reaches one-half of the licensed capacity.

The Yorktown, of the Old Dominion Steamship Company, will take 600 passengers, that being one-fifth of the number allowed under the inspector's rules. The Yorktown will leave Pier 2 North River, at 9 a. m.

The City of Lowell, of the Norwich Line, will leave Pier 40, North River, at 9:30 a. m. and will carry one-half her capacity.

The three-deck steamers Grand Republic and General Slocum will be the only boats leaving West Twenty-second-st. They will each carry

one-half the number of passengers allowed by law. The Grand Republic is advertised to leave West Twenty-second-st. at 8:30, Battery landing at 9:15 a. m., and the Slocum will leave West Twenty-second-st. at 9 and Brooklyn Bridge Dock at 9:30.

The Hudson will take a limited number of passengers.

SAILING DIRECTIONS.

For the information of those who will witness the race, the directions for the series are reprinted:

Start.—The start will be made off Sandy Hook.

Start-The start will be made on Sandy Hook